

# **DRPT SYIP Update FY 2011 – FY 2016**

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# Overall Program

- ❑ In FY 2011 revenues are flat as compared to the revised revenues for FY 2010 – still about a 10% decrease from the original SYIP adopted in June 2009
- ❑ The programmatic impact of the dedication of recordation tax revenue for transit operating has been significantly diminished
  - Original projections were 55% state share of eligible costs; FY 2011 share is 36%
  - Growth of the funding base (Norfolk Light Rail; Dulles Extension)
- ❑ State's blended matching share for transit capital projects at 56%
- ❑ Funding provided for demonstration passenger rail service and related capital costs in the I-95, I-81 and Rt. 460 corridors
  - Operating subsidy needs a permanent solution
- ❑ Allocation to rail projects based on priorities identified in the Rail Resource Allocation Plan adjusted for the lack of rail stimulus funding

# Three Year Comparison of Six Year Program

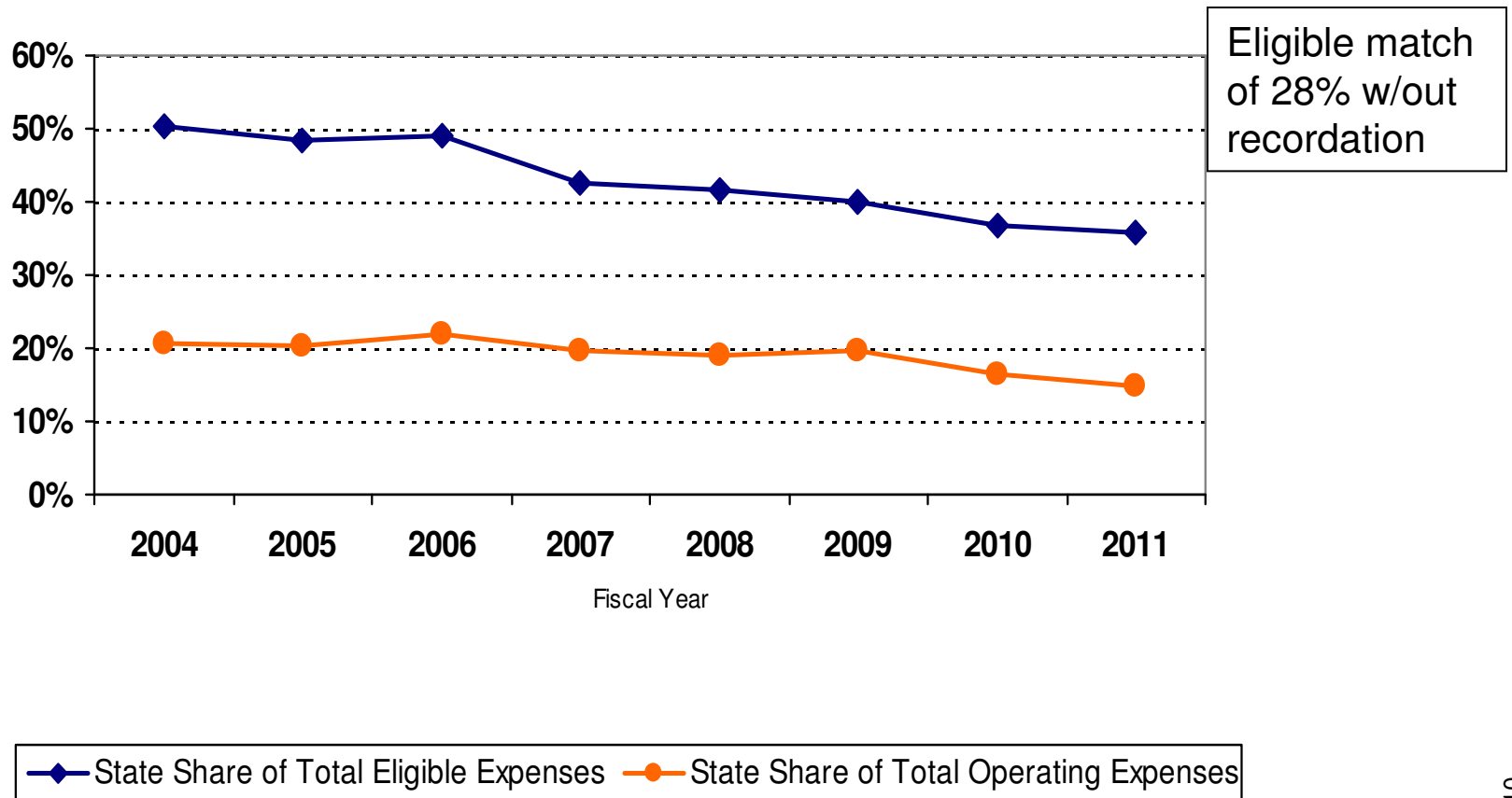
	\$ in millions		
	Revised FY 09 - 14	Revised FY 10 - 15	FY 11 - 16
Public Transit	\$1,833	\$1,790	\$1,894
Rail	260	243	226
Dulles Metrorail	822	46	28
Total	\$2,915	\$2,079	\$2,148

## Variance Explanation

- WMATA 'State of Good Repair' funding +\$50M (6 yrs. vs 5 yrs.)
- Transit bond allocations +\$28M
- Dulles Metrorail allocations -\$18M
- Otherwise flat with last year with slight TTF increases in out years

# Public Transportation Operations Funding

36% of Eligible Costs; 15% of FY 2009 Total Costs



6/17/2010

# DRPT Draft SYIP FY 2011 – FY 2016

## Transit Allocation Assumptions

- ❑ Operating funding equal to FY 2010 amount
  - Transfer from MTTF Capital Assistance program per §58.1-638.A.4. Code of Virginia, as amended in the 2010 legislative session. (\$882,000)
  - Deobligated state transit funds (\$1.76 M)
  - Special Projects program allocation (0.75% or \$781,000)
- ❑ Capital program focused on maintenance as the first priority
  - Replacement rolling stock - 80% state share of non-federal costs
- ❑ Other recommended capital projects funded by blending bonds with MTTF to have an equivalent matching share of 53%
- ❑ Drop in capital match due to lack of ARRA funds in FY 2011 and lower bond allocation capacity
- ❑ Proposed 2.5% allocation for project development, administration and compliance activities from the Mass Transit Trust fund

# DRPT Draft SYIP FY 2011 – FY 2016

## Rail Allocation Assumptions

- ❑ Priority shift due to rail stimulus funds not being awarded to Virginia
- ❑ SYIP includes the six year costs of passenger rail operations
  - Unfunded balance of \$41 million over the six year period
  - Includes Lynchburg, Richmond, and Norfolk
  - Item 448.D. of the VA Appropriation Act authorized \$6 million of REF for the demonstration Amtrak service
  - Senate Joint resolution No. 63 - Study funding of high speed and intercity passenger rail operations
- ❑ Item 448.C. of the VA Appropriation Act waived 30 percent match requirement for REF for improvements for Passenger Rail Project between Richmond and Norfolk
- ❑ Proposed 2.5% allocation for project development, administration and compliance activities from the Rail Enhancement fund and rail Preservation fund (Item 446 of the VA Appropriation Act)

# Changes to Draft SYIP

- ☐ Redistribution of flexible STP funds from rural to small urban providers; FTA 5311 funds utilized for rural providers
- ☐ Grantee requests to drop application or not accept federal funds – PRTC, VRE
- ☐ Metro Matters FY 2010 carry forward increased (net impact is lower FY 2011 allocations)
- ☐ Crystal City/Potomac Yard project lost a local funding partner; available flexible STP funds utilized
- ☐ Minor technical corrections

# **DRPT Annual Budget Fiscal Year 2011**

**Steve Pittard  
Chief Financial Officer**



# DRPT Budget Development Basis

- ❑ Based on anticipated cash outlays for FY 2011
- ❑ SYIP based on allocations of revenues from FY 2011 to FY 2016 to projects
  - Not necessarily based on timing of cash outlay
- ❑ Significant differences between budget and SYIP
  - Federal funds allocated by CTB received directly by provider
  - Capital project development lag
  - General fund earmarks

## Reconciliation of SYIP Allocations to Budgeted Expenditures

<b>Total Six Year Improvement Plan Allocations - FY 2011</b>	<b>\$ 341.8</b>
Various Federal Funds Allocations with Grantee FTA Contracting	(54.6)
Prior Year Allocations in Current Year Budget	
American Reinvestment and Recovery Act (ARRA)	25.7
Dulles Corridor Metrorail Project	58.0
Transit Bond Allocations	20.1
Rail Revenue and Bond Allocations	36.2
VTA 2000 funds	8.3
Other Prior Year Allocations	6.4
VDOT Allocations included in DRPT Budget	13.3
Agency Operating Budget	8.8
Indirect Costs and Local Funds	1.4
<b>Total Budgeted Expenditures - FY 2011</b>	<b><u>\$ 465.4</u></b>

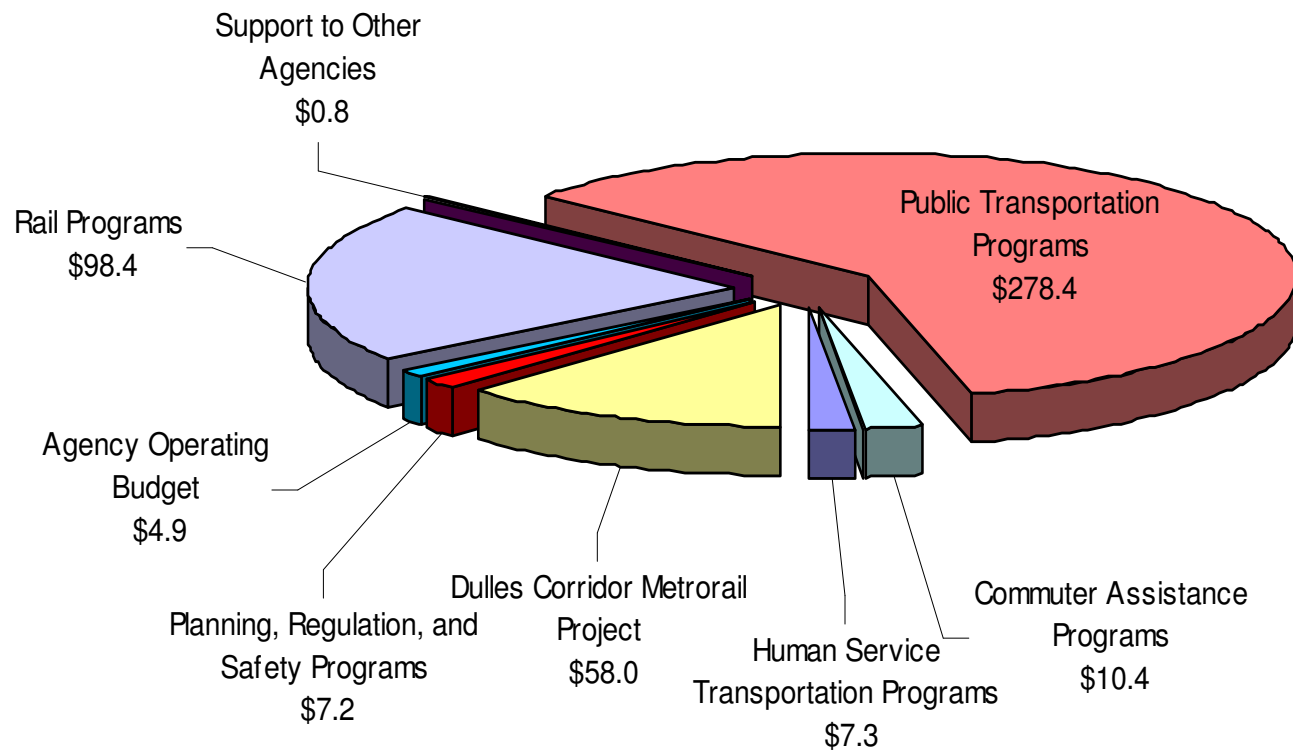
# Select Project Expenditures FY 2011 Budget

- Demonstration Passenger Service – Lynchburg / Richmond / Norfolk to Washington, DC
- Norfolk Light Rail Project – the ‘Tide’
- Greater Richmond Transit Company – Bus Rapid Transit
- Infrastructure enhancements to I-95 and I-81 rail
- Dulles Corridor Metrorail Project – Construction
- WMATA State of Good Repair program

# DRPT

## Budgeted Expenditures - FY 2011

\$465.4 Million



# Public Transportation Programs

## FY 2011 Expenditures

- Increase of \$30.0 million
  - Timing of capital bonds and general funds expenditures
  - Addition of WMATA state of good repair and ARRA funded projects
  
- Detail by Program
  - Operating Assistance \$ 114.3 M
  - Capital Assistance \$ 160.7 M
  - Special Programs \$ 3.4 M

# Rail and Dulles Metrorail Programs FY 2011 Expenditures

- Rail - \$98.4 million total {decrease of \$10.1 M}
  - Funded by Rail Enhancement, Rail Preservation, VTA 2000, Capital Bonds, and FRA
  - Decline due to VTA 2000 funds being spent in FY 2010
  
- Dulles Metrorail {no change}
  - Remaining balance of \$125 million bond allocation to be paid in FY 2011

# DRPT Administrative Budget

- Combined Project Mgmt and Administrative Budget
  - 2.2 % of total budget without Dulles project
  - \$8.8 million total; same as FY 2010 original budget
    - Does not include the FY 2010 one-time cut
- HMO funded - \$4.9 million
  - Primary expenses are payroll, rent, & IT costs
- Item 446 – 2010 Appropriation Act - \$3.9 million
  - Project development, project administration, and project compliance
  - 2.5% of Mass Transit Trust Fund, Rail Enhancement, Rail Preservation

# Project Development, Administration and Compliance Activities

Funded with 2.5%

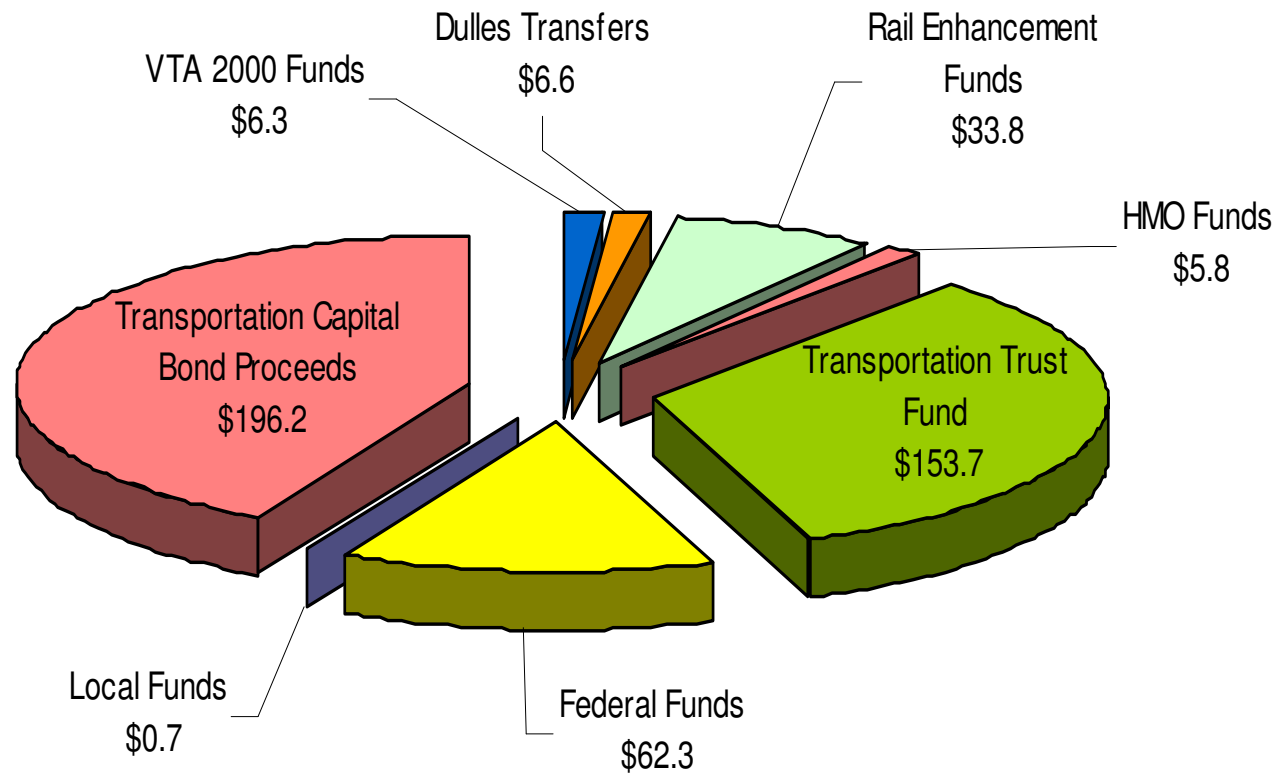
- ☐ Rail and transit consultant technical expertise
- ☐ State safety and facility oversight programs
- ☐ Asset management principles in capital budgeting
- ☐ Transit development plans
- ☐ Financial compliance review program



# DRPT

## Funding Sources - FY 2011

\$465.4 Million



# Questions?